

The Brandon Mail.

VOL. 4.

THURSDAY, JUNE 23, 1887.

No. 21.

The Weekly Mail

Published every Thursday in time for the week-end. It contains the latest news, and a full and complete record of the week's events. It is a valuable paper for the farmer, the merchant, and the general reader. It is published at a low price, and is a most desirable addition to the household.

Year	1887	1888	1889	1890
100	\$1.00	\$1.00	\$1.00	\$1.00
200	\$2.00	\$2.00	\$2.00	\$2.00
300	\$3.00	\$3.00	\$3.00	\$3.00
400	\$4.00	\$4.00	\$4.00	\$4.00
500	\$5.00	\$5.00	\$5.00	\$5.00

Advertisements are accepted on liberal terms. The rate for one insertion is 10 cents per line. For longer periods, the rate is 5 cents per line per week. The first insertion is at a special rate. The rate for a full page is \$1.00 per week. The rate for a half page is 50 cents per week. The rate for a quarter page is 25 cents per week. The rate for a single line is 10 cents per week. The rate for a single line is 10 cents per week. The rate for a single line is 10 cents per week.

C. CLIFFE,
Editor and Publisher.

HENDERSON & HENDERSON,
Barristers, Solicitors, Notaries Public, etc.,
Rupert Avenue, Brandon.

MONEY TO LEND ON IMPROVED FARM PROPERTY.
J. G. A. Henderson.

RUSSELL & COOPER,
BARRISTERS, SOLICITORS, ETC.,
Office of Probate, Loan and Savings Company.
Corner 4th, between 7th & 8th Sts., Brandon.

W. WHITE,
[Late of W. & W. White, Regina.]
Barrister, Solicitor, Conveyancer, Notary Public, &c.,
W. & W. White, Regina.

DR. SPENCER,
[Late of W. & W. White, Regina.]
Member of the College of Physicians and Surgeons, Quebec and Montreal.
Office and Residence,
4th St., Next the School House, Brandon.

DR. L. M. MORE,
PHYSICIAN, SURGEON & ACCOUCHEUR,
4th Medical University, Toronto, M.C.P.
and Ontario and Manitoba.
Residence, Cornhill & St. W. Block,
Cor. 7th and Rossier Streets.

DENTAL.
F. E. DOERING,
DENTIST,
645 for Painless Extraction of Teeth.
Wm. (late Atkinson & Nation's) store, Mc-Donald's Block, corner Rossier Avenue and 5th Street, Brandon. Entrance on Rossier.

DICKSON and BASTEDO,
DENTISTS,
Over FLEMING'S DRUG STORE,
FRANKLIN & ROSSIER AVENUE.

ARTHUR'S ADMINISTERED FOR
PAINLESS EXTRACTION OF TEETH
JAMES DICKSON, D.D.S., JAMES BASTEDO, D.D.S.

BUSINESS CARDS.
R. P. MULLIGAN,
WHOLESALE WINE AND SPIRIT MERCHANT,
8th Street, Brandon, Man.

ELTON L.O.L., No. 1501.
Meets WEDNESDAYS, on or before Full Moon at 8 o'clock in Winter and 9 o'clock in Summer, at the

NOTICE
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WANTED

TO BUY, cheap, a Second Hand Platoon, suitable for an Indian Post. Apply to Mr. Cliffe, Mail Office, Brandon, or to Mr. John Horsman, Oak Lake.

Ho! for Vancouver!

RELIABLE Persons can make big money by handling our Real Estate. Send references and 50 cents for full information to

TERMINAL CITY LAND OFFICE,
Vancouver, B.C.

WE want (100) One Hundred Good Men at once, to sell for the PONTILLIER, SKIRTS, largest in Canada, over 405 acres, steady employment and no lost time; liberal commission or salary; best advantage; splendid outfit furnished; 100% any pushing man can succeed. Apply for terms to

STONE & WELLINGTON,
Toronto, Ont.

Brandon Employment Bureau

If you want help,
If you want employment,
If you want to buy or sell a farm,
Apply to

A. C. WELLS & CO.

TO LET.

A FEW FURNISHED ROOMS in Private House with or without board, in the best part of the City. Two minutes walk from Post Office. Apply to A. E. Mail Office.

MRS. E. CHUBB'S ICE CREAM

For a real Good Dish of Ice Cream or a Lemonade or any Temperance Drink.

CHOICEST CONFECTIONERY.

All the Choicest kinds of Fruits.
Cigars, the Havana Pearl Specials, the best Cigars in Canada, and other leading brands.

TOBACCO, THE VERY BEST.
LUNCHES AND MEALS AT ALL HOURS.

OCCIDENTAL RESTAURANT,

10th Street, South of Rossier, Brandon.

G. & D. CASSELS, FOR ICE CREAM, SODA WATER, AND LEMONADE.

Cold as Ice, and just as nice.

FANCY BAKERY AND CONFECTIONERY

FRUIT of all kinds in Season. We have already made arrangements with Eastern and Western Markets for these Lines direct.

Vegetables & House Plants

ORANGE FLAGS, BANNERS, &c.

Furnished in first-class style, of the Best Material and Lowest Prices. Satisfaction guaranteed.

JAMES LANG, - Brandon.

Communications sent to the Mail Office will receive prompt attention. Feb. 15, 1887

British Columbia Horses

Mr. Waddington, of Glen Sours, showed us a sample of Russian wheat, yesterday, that will be heading out in a few days. It was 42 inches long and covers the ground well from a sowing of one bushel to the acre.

High Ryan has the contract for building the Red River railway, at \$780,000.

It is reported the M. & N.W.R. Co. have got control of the Charter of the North West Central.

On the Rifle Range, Tuesday, Thomas Hutson won the Jubilee Purse, scoring 57 out of a possible 105, of 200, 500 and 800 yards. In the sweepstakes he also took first money, Capt. Waste 2nd, and J. Parker 3rd.

There was a great rush at the train, Friday evening as the special arrived having on board the Presbyterian clergymen who passed through from Winnipeg for the Pacific coast. As almost every resident of the place knew some of the number, there was, as a matter of fact, a lively shaking of hands for quite a time.

On Saturday, Captain Harrison, of the Salvation Army, and two or three more of the officials left for Winnipeg, having completed their term of service here. A procession to the depot was formed and a time spent in singing, prayer, and exhortation before the train arrived. The usual volley of goodbyes, a flow of tears and a heaving of tambourines lasted until the train was well under way.

The Vancouver News says—Another two-story block has been commenced for Mr. J. W. Horne on Cordova street next to the Mascotte Hotel. Although the work only began yesterday the whole building is already rented. This ought to be an inducement to other capitalists to build.

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TOWN TOPICS

1,000 rolls of wall paper positively going at cost this week at the MAIL bookstore.

Musical instruments. Big stock just arrived, prices the very lowest.

The largest stock of useful and ornamental baskets in the city, just arrived at the MAIL bookstore, prices lower than the lowest.

"Awake, O happy nation," the grand Jubilee Chorus just in at the MAIL bookstore, price 50 c. Buy one.

The Jubilee number of the Montreal Star is for sale at the MAIL bookstore, price 25c; also the Jubilee Grip 15 c.

Mr. and Mrs. John Parr, of Bradwardine, were in the city on business last Friday. Mr. Hellwell, of Ralston, was in a few days before that.

The Brandon County Orange Lodge held a meeting in the city on Tuesday of last week, and a scarlet meeting in the evening. It was decided to hold their procession this year at Fairview, about four miles north of Carberry.

The first annual picnic of the Cornwallis Sunday school was held on Jubilee day, about fifty being present. A most enjoyable time was spent by all.

While some picnickers were strolling through the woods at Lake Clement on Tuesday, they came across a large bear. A chase was made by some of the gentlemen, which ended in the escape of the bear.

City council and Griswold correspondence held over till next week.

Mr. Todd went to Virden yesterday to investigate a charge against a man named Beech for selling liquor without a license.

Mayor Adams sent up Thomas Fraser, of Woodworth municipality, as a lunatic. He stole his way down from Oak Lake on a freight, and declares he has a mission to Rome.

Mr. George V. Fraser in his visit east brought up a quantity of maple syrup he has divided amongst his friends. It was not taffy or he would have given it to Topsy of the Prevaricator—it was the genuine stuff from the hard maple, and we know it.

Mr. McKenzie, surveyor of customs, Hamilton, has been in the city for some days visiting an old time acquaintance, the Rev. Mr. Fraser.

Mr. John Dickenson left for a trip to the Pacific Coast last week.

Mrs. Thos. Lockhart left, on Friday's train, to visit friends in the east.

Messrs. Burchill & Howey have had the interior of their shop cleaned and painted.

Potatoes are out in blossom in some of our city gardens.

Big run on note paper and envelopes this week at the MAIL bookstore. Lay in your supply while it is cheap.

We were in error in saying Mr. John Hanbury intends to run the Grand Central Hotel. He had a heavy claim on the furniture, and he simply made a purchase to save himself. He is prepared to sell out the whole outfit at a bargain.

Mr. John A. Brown received last week the first tea shipped to this place direct from China. It came via San Francisco, on the first trip made from Yokohama, on a C.P.R. vessel. The tea is said to be a very fine article.

The Editor owes an apology to his Elton friends for not having been at the picnic on Tuesday. He delayed arranging for a horse and rig for the trip until Monday afternoon, and by that time every horse available in the city was bespoken.

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Another fine rain fell on Friday and the farmers say that even though the usual dry weather should set in, crops are certain to be a success.

The sportsmen of Elton had a lively war hunt on Thursday last. Brin gave them a lively chase until Angus Campbell, the crack shot of the municipality brought him to the earth with a well directed bullet. Messrs. Nichol and Clegg took the animal home, and after dressing divided him up among the neighbors.

Professor Olin Orville, who has a large medical establishment in London, Ont., and who is establishing another in Winnipeg, was fined \$50 by Justice Todd last week, for practicing medicine without a Manitoba license. It appears to us there is too much ceremony and too much of this professional protection in Canada for the public welfare. As the law stands, no American matter how well posted he may be and no matter how high credentials he may hold from the States, can practice law or medicine in Canada, and we believe that no matter how eminent a lawyer in Ontario may be, he cannot practice in Manitoba without going through a form of initiation. It is well the public should be protected against robbery by humbugs, but this protection ought to extend to all other callings as well as law and medicine. The greatest political quack, without either money or character to lose can establish himself in the printing business, against an established man with brains and capital to back him up, and slaughter the business until it is not worth looking at, as is the case in this city, and the legitimate office has no redress. A man may establish himself as a contractor, take buildings at figures that will not pay wages get his money on a \$30,000 structure that falls down as soon as he leaves the country, and cheat his workmen out of their wages to boot, and none of the parties concerned have any redress; but in law and medicine this state of things is more than impossible. Whether Mr. Orville has even an American diploma we know not, but this we do know, that there are not half a dozen doctors in Manitoba that can look at an ailing man and tell him all about his complaint as readily as Orville can, and this must go for a great deal in medicine. If the doctor does not know the disease, he cannot certainly select the remedies. We believe too Orville does not profess to treat himself, but simply defines the diseases for treatment by Canadian licensed physicians he has with him. Justice Todd, however, held he did treat, and fined because Orville had no Canadian diploma. We believe in having laws fully observed while they are on the statute books, but we believe as fully in their obliteration, when their existence is founded on an exclusiveness that prevents justice to all classes of the community. We understand Orville has appealed from the P. M.'s decision, and what the end may be we cannot say. Where life and death are at stake, it is well the public should be protected from danger; but they are just as safe in the hands of a man from a reputable American institution as they are in the hands of a Canadian doctor, and in any event with Prof. Orville there can be no more risk than with any Canadian doctor, as all his patients pass through the hands of Canadian licentiates.

The stated object of this road is to furnish competition and thereby reduce the rates on freight coming in and going out of Manitoba. This result must be practical and apparent at a glance to benefit the country. Is it? And how do its advocates propose to make it work for the general benefit of the province? That such a scheme should be for the general public welfare is self-evident since the general public have to pay for it, and not any particular locality. On examining the proposed routes we find that a road is to be built along one side of the Red River from Winnipeg to Emerson (where for half the year at least local traffic from the opposite side of the Red River cannot be got). This road is to be built and in operation this year. Then the gap between Winnipeg and Portage la Prairie is to be filled by the North Western extending their line to Winnipeg. We have a promise from them, I believe, that they will do so when the other is built. Then there is a gap between Rapid City and Brandon, also at some future time to be filled by the North Western extending its line to Brandon. When all these lines are built and in operation, we in the west are told we will have competition, but not before. This is the fall extent our visionary legislators have gone, so far, in prophesying. Well, what will be the result, supposing these roads were built and our great competitive system was complete as far as yet imagined. Competition might be got at Brandon, Portage la Prairie, Winnipeg and Emerson. These four points being the places or terminal points where the competing roads begin and end, what becomes of all the other stations and localities along the C.P.R. The North Western, the C.P.R. South Western and the Glenborough line? What becomes of Deloraine, Roseauville, Morden, Manitoba, Virden, Elkhorn, Carberry, Oak Lake, Griswold, Birtle, Rapid City, Minnedosa, and all the other towns, villages and localities in the province where goods are bought and sold? Where does their competition come in? How are they to be practically and immediately benefited? But I would remind you that they have to pay their share of this proposed road to the boundary, a share amounting roughly to \$10 per head on every man, woman and child in the province, and \$20 per head if we suppose that half of our population are men, while the fact is that only about one-third of our population are men, the rest being women and children. Is it right or just to impose a tax of at least \$10 per head on the whole of the population of 105,000 odd? I certainly think not, and am satisfied that when the people in the country west of Winnipeg fully understand this matter, they will all most emphatically say so too. It is a waste of the people's money pure and simple, when so many of the municipalities are crying out for help,—when our public school system needs so much assistance,—when we stand so much in need of public improvements, such as roads and bridges, and when our immigration department is at such a low ebb. This \$1,000,000 of money might be so distributed over this province in a way that would give immediate relief to most of the people in it instead of if this road is to be continued and built, this \$1,000,000 will all be spent in the east end of the province and will immediately go into the pockets of the hotel keepers and merchants of Winnipeg. Not a farmer in the greater part of the province will get a cent of it and will derive no benefit from the road when it is built, except what may come in the course of years. I say Mr. Editor it believes the people in this province, in the Northwest and south to raise an agitation against this reckless scheme, and use every means in their power to frustrate it. I am satisfied that there is a very wise reason yet undiscovered for foisting this scheme on the province. Why was it sprung on the people so suddenly, and without any warning? Why was it not made an election cry by Norquay at the late elections so that the thing could be discussed in all its bearings? No one ever heard of it before the House met in April last. The whole thing is unconsidered and premature and looks very much as if done for revenge or a threat. I intended to discuss the question of rates shortly but it cannot be done in this letter, next week I hope to deal with that matter.

Yours Truly,
MANITOBA.

THE Prevaricator says "the last session of the Local House has been the most important that has ever been held in the province." True, O King! Judas it was, for instance, bought over to support it, after he told people in this city he was going to Winnipeg to place the government in the hands of C. P. Brown supported by Thomas Greenway.

SWIFT CURRENT.

The Ottawa correspondent of the "Call" evidently misinterpreted the telegram from Swift Current to Mr. Davin. The idea of forming a volunteer corps, or "home guard" has been on the tapis for some time past, as being one of the likely means to prevent the annual scare about Indians etc.

The inhabitants of this place and, no doubt, of the Northwest generally, feel themselves quite capable of quelling any disturbance or riot which may occur from Indians or otherwise, if they are placed in a position to do so. It must not be forgotten, however, that there was a law passed some time ago disarming the population of these territories, hence the telegram referred to.

Some forty families of half-breeds are encamped in this immediate neighborhood, besides several lodges of Indians.

The agent for the town site, W. G. Knight, has sold a number of lots lately; the decision of the C.P.R. to make this a divisional point having somewhat increased the demand for accommodation.

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THE ORNITHOLOGICAL PUZZLE.

Death of a Thousand Dollar Bird—Startling Conversational Powers.

Jack, the nondescript, one that has sorely puzzled the greatest ornithologists of America, and for which the sum of \$1,000 has frequently been offered and refused, died on Thursday at the residence of its owner, Capt. Frederic Perkins, Brooklyn. He was a remarkable linguist, and, although of Oriental nativity, spoke English with great fluency. A Christian Chinaman, one of thousands of people that visited the bird, said that he was of a genus rare in the Celestial empire, but that specimens had been infrequently seen within about ten miles of Canton, and he attributed to many of the characteristics of the American starling. His breast and back was of a beautiful drab or dove color, the wings and tail of rich velvety black tipped with white, the head surmounted with a tuft of black hair like feathers; legs and bill yellow; long, sharp talons, like those of a hawk, and a small, vicious gray eye of peculiar shape. He was the size of a kingfisher. Many fancied that he was a Pagoda mynah (*Tenisonius pagodarum*), but the best authorities repudiated the suggestion. Capt. Perkins received the following from Professor J. B. Holden, of the Central park zoological collection, after forwarding a detailed description of the bird and asking for its tribe:

Dear Sir:—I have looked over several works that we have and find nothing concerning the creature. Wood's Natural History of Birds I thought would contain the most particular account, but find that it only repeats what we all know about mynahs. It says that the mynah is thought to be equally intelligent with the gray parrot, that is equally able to talk with any other bird. I don't know of a work to recommend to you. General works on birds are not common. I wish that I could direct you further, but I don't say you a ability to find a book with a reference to the subject matter of your inquiry.

Chinamen believe that because of the startling intelligence and apparent conversational (not merely verbal) powers of the bird it was possessed of evil spirits. His knowledge of Chinese was unbounded. Among his mimetic powers were accurate imitations of coughing, sneezing, crying, laughing, sharpening of knife, drawing nails, grating nutmegs, sawing wood, filing a saw, barking of a dog and other sounds, given with wonderful precision. It actually conversed with Capt. Perkins, and apparently was made aware of the approach of his master by instinct. So soon as the captain came near his home the bird would screech a welcome of "Hello, Cap, dinner is all ready!" or, "This way for Rockaway, Cap!" He whistled an air like a human being, and the house dog would respond to his call. He understood everything that was said to him. The captain, in pleasant weather, would take Jack into the street perched upon his shoulder, but his affection for his master was so strong and so wonderfully manifested that the latter had no fear of his eloquence. "Ah!" said the captain to the writer, "I almost feel as if I had lost a child. Talk about his value—no one could name his price to me!"—New York Times.

He Admires His Picture.

A singular story was told me of the way in which a great master who had never been in the city manifested his opposition to being "taken." After some little trouble he was placed in position facing the instrument, and remained quiet till the photographer pulled the cloth from in front of his lens and let the big glass eye stare at the huge dog. This was too much for the mastiff, who at once sprang at the machine and pulled it down before his owner could interfere to prevent his doing any further damage. Then, after quieting the animal and letting him see what was wanted of him, he submitted calmly to being "taken," and was so pleased with his photograph that a copy is kept in his kennel firmly fastened by a frame and covered by a glass, which prevents him from exercising his propensity to lick it with his tongue.—Boston Post.

Two Little Executioners.

The World tells a story of two youthful Bostonians of "good families," aged 8 and 9 years, who were so impressed by that famous work, "Fox's Book of Martyrs," that they determined to imitate the events therein narrated. Did they, then, proceed to sit upon gibbets, or to twist each other's noses with pinners? Not much. It was not the martyrs but the executioners they wanted to emulate. They accordingly captured two pet pullets belonging to a neighbor, and, tying them to a stake, built a fire and roasted them to death. It is not stated, but it is most sincerely to be hoped, that the parents of these youths treated them to a little martyrdom on their own account.—New Orleans Times-Democrat.

Signs of the Summer Exodus.

"Travel to Europe will be very heavy this summer," said a trunk manufacturer. "I am sure of this, because there is such a big demand for steamer trunks, steamer chairs, traveling rugs and all the other paraphernalia common to fashionable and wealthy tourists. Young women particularly are evidently going abroad quite numerously. They come in here every day for small trunks, hand-carriage and steamer chairs. The demand for these latter articles has grown so great that every trunk store nowadays has a few of them sitting around for sale."—New York Sun.

Miss Wolfe's Kindness.

It would be of interest to know how many young women Miss Catherine Wolfe assisted through Vassar, and how many of her beneficiaries were as ignorant of the source of their help as a girl student whom the writer ran across the other day. A petite little senior just home for her Easter vacation, who only learned on the day of Miss Wolfe's funeral how it came about that her aunt had mysteriously been able to give her a college education and meet the constantly recurring tuition bills.—New York Mail and Express.

Selected for Policeman.

The police department of New York is not prejudiced evidently in the matter of selections for "the finest." Thirty-seven additions to the ranks were made recently on probation. Four of the number were machinists, four were clerks, ten were conductors or drivers of cars or trucks, three were teamsters, two were blacksmiths, two were agents, one a printer, one a butcher, one a rigger, one a watchman, one a newsman, one a gateman, one a bookkeeper, one an undertaker, one a fireman, one a milkman, one a cutter, and one a stear-builder.—Chicago Times.

The "New England" Colony.

It seems rather a pity to draw off some of the best and most enterprising elements of our population to western colonies, but the formation of such colonies continues at more

or less regular intervals. There is now forming one which is now called the New England colony, and which proposes to found, in western Dakota, a town to be named New England City, where the streets will be called after the names of New England states and our public men.—Boston Transcript.

Feeding the Squirrels.

During the past winter Mrs. Mary Miller, of Hillsborough, N. H., fed daily eight gray squirrels which came to her door from the woods every morning and departed after having had their breakfast.

California Wines.

The Palace hotel, of San Francisco, is trying to popularize California wines by putting them in the place of honor on its wine list and by supplying the best and soundest vintages at very reasonable prices.

The Tide of Travel.

It is said the tide of travel across the Atlantic has set in so strongly toward Europe that some of the steamships have been forced to suspend the issue of eastward tickets.

Wait waitman and the poet Tennyson have corresponded during the past fifteen years.

According to a writer in The Chicago Reporter only 10,000,000 pounds of bogus butter were made in this country in 1888.

Fastidious Philadelphians contend for lime juice instead of lemon upon the "real imported" sardine.

Gen. Sherman smokes a light domestic cigar, limiting himself to three a day. Gen. Sheridan puffs imported, three for half a dollar.

The throat affection from which the German crown prince suffers is not unlike, in some of its symptoms, that of which Gen. Grant died. It is a very serious affair.

The present cashier of the National Traders' bank of Portland, Me., is Edward Gould. He has been cashier continuously for fifty-three years, and is over 80 years old.

C. D. Hare, of Detroit, Mich., is the possessor of a document that he believes to be the original copy of Gen. R. E. Lee's farewell order to the army of Northern Virginia.

In England single women and widows have had full municipal suffrage for eighteen years. Mr. Gladstone says that they exercise it "without detriment and with great advantage."

Duplicated Bridal Presents.

A social problem, which has been for years a weighty one, has at length met a solution in Washington—How can the duplication of bridal presents be avoided? At a recent wedding at the capital the friends of the bride sent her mementoes in the shape of cash. Ten dollar gold pieces, in sums ranging from \$20 to \$300, were considered appropriate and welcome presents. The young couple could thus buy what they chose with the money. That such a precedent will meet with the recognition it deserves is doubtful. There is something unsentimental about cash which will doubtless offend the aesthetic taste of society. But to those who have at their marriage been overwhelmed with half a dozen after dinner coffee sets, eight or ten salad dishes, six or seven oil lamps and innumerable glass pitchers, the idea of \$10 gold pieces will be a welcome relief.—Washington Letter.

Multitudinous Paltry Trifles.

William Winter denies the existence of an alleged interview with him in a Boston paper. He says: "I have always respected and sustained the dignity and honor of my profession. It is no light thing that I now find myself entrapped and paraded as one of those multitudinous paltry triflers who fill the newspapers with the clamor of their gab and cackle and effluvia of their personal conceit."—New York Graphic.

Gliding Glass.

A process for gliding or decorating glass with gold and silver has been brought out. It is stated to be a revival of an older process, or in other words the discovery of a lost art. The metal is precipitated on the back of the glass, and then coated with a protective composition which excludes the atmosphere.—Boston Budget.

An Overcoat on the Statue.

The fact that Mr. Ward, the sculptor, has put an overcoat on his statue of Garfield is a source of great relief to people on Capitol hill, who have been greatly distressed at seeing Greenough's huge, naked Washington sitting out in dust and snow. Mr. Ward is the first man to put an overcoat on a statue in Washington, and he has shown great boldness and originality in doing so. Besides, it is a ready-made one with a card pocket on the right side. Garfield always wore ready-made clothing, his well-made form securing an easy fit. There are no overcoats on the pedestals representing Garfield as the student, the soldier and the statesman. These are in the classic style, with bare bodies and legs.—New York Sun.

Rich Colored Women.

The richest colored woman in America is Amanda Eubanks, of Rome, Ga., who pays taxes on \$400,000. The property came to her by will from her white father. The next richest is Mrs. James Thomas, of St. Louis, who owns the fine barber shop, the Lindell, and is assessed on property to the amount of \$300,000.

A Really Great Man.

If Dr. Parker, of the City Temple, London, was not so really great a man, people might say he was an affected one. He always alludes to himself in the pulpit as "we." Some time ago he announced in a hoarse voice that "we have a cold to-day, and on that account we will not preach as long as usual."—Chicago Times.

Want of success with Lima beans is generally due to too early planting.

England's Wheat Imports.

England, it is stated, now imports from Russia 5,000,000 hundred weight of wheat, against 10,000,000 fifteen years ago. In the same interval the import from America has increased from 12,900,000 hundred weight to 20,000,000.—New Orleans Times-Democrat.

A Chinook Wind.

A Bostonian, who has just returned from a flying trip to Portland, Ore., relates how he left Chicago with the mercury at zero, and went on to find it constantly sinking, until with two locomotives it was difficult to get up steam enough to drag the train; and with a roaring fire in the cars it was still necessary to keep muffled in furs to be anything nearly comfortable. He says that in crossing snowy plains through Dakota, when everybody was bundled up to the eyes, a man accustomed to the country suddenly threw back his heavy ulster collar, exclaiming:

"There, we've struck a Chinook wind. Now we are all right. I'm going out on the platform."

Those not accustomed to the idiosyncrasies of the American climate in that especial locality regarded the man as beside himself, but when the platform was visited by the more daring ones it was discovered that the temperature was that of a mild spring day. The snow everywhere was visibly melting with much rapidity, and the mysterious wind seemed to have blown in a new season. The name of this warm breeze is the same as that of a tribe of Indians of British Columbia, who perhaps manufacture it, and it is said to be so warm that it destroys three or four feet of snow in a single night. The gentleman who relates this thermic voyage closes by relating how when he arrived at Portland panicles were blooming in the garden beds, and mildness had possession of the land; an ending which is especially effective in these frozen days.—Providence Journal.

Preparation of Sherbet.

The beverage in Persia is sherbet, which is plentifully supplied, and of which there are many varieties—from the bowl of water with a squeeze of lemon to the clear concentrated juice of any sort of fruit to which water is added to dilute it. Preparing sherbet, which is done with the greatest care, is a very important point in so thirsty a country as Persia, and one upon which much time is devoted. It may be either expressed from the juice of fruit freshly gathered or from the preserved extract of pomegranates, cherries or lemons, mixed with sugar, and submitted to a certain degree of heat to preserve it for winter consumption.

Another sherbet is much drunk, which I must not omit to mention, called guzangheh, made from the honey of the tamarisk tree. This honey is not the work of the bee, but the produce of a small insect or worm living in vast numbers under the leaves of the shrub. During the months of August and September the insect is collected and the honey is preserved. When used for sherbet it is mixed with vinegar, and although not so delicious as that made from fruit, it makes an excellent temperance beverage. Only among the rich and fashionable are glasses used; in all other classes sherbet is served in china bowls, and drunk from deep wooden spoons carved in pearwood.—Belgravia.

Work of an Amanuensis.

Pushed as the writer always is to the highest rate of speed which he commands, he must bend every energy to the task. Brain and muscle must be strained to the utmost to accomplish their work, and, when completed, he must set to work with a pen to transcribe them for use, as he knows, four times as fast as he can dictate, but frequently unable to comprehend the experience of short-handling, and the inability of the ear to follow the difference between a spoken and written language as to a proper use of time required to produce them respectively, and the annoyance which is the result of this ignorance is one of the peculiar hardships of the shorthand writer.

It is as though a messenger should be required to emulate a racehorse in celerity of motion. He therefore bends all his energies to hasten his transcript, and his day's work leaves him fatigued beyond any of his fellow clerks. For this reason the work is not adapted to women. The strain is too great, and although in some instances a good constitution may enable the worker to endure for years, injury is sustained which is generally irreparable.—F. P. Fairbanks in the Journalist.

The Bill Always Correct.

"I see you have put me down for burning 2,000 feet of gas in December," he said as he laid the bill down on the counter.

"Yes, December generally runs up the gas bill."

"But I never put a foot home in December. We were out the last day of November, and I didn't shut until the 2d of January."

"But you say you consumed it."

"Did you find everything all right when you returned?"

"Yes, except that some one had broken in and stolen a few towels."

"Ah, that explains! I knew the meter couldn't lie! You see, they had to light the gas to find the towels, and your bill is correct."—Detroit Free Press.

Was Model of a Human Body.

The wax model of a normal human body, which, under the auspices and direction of Counsellor Professor Waldeyer, is being made at the Berlin School of Anatomy by Sculptor Schuetz, was for the first time used, a fortnight ago, at one of the medical courses. Its completion will take some years yet, even while the artist is only allowed to work in Professor Waldeyer's study. Thus far, no less than seventy corpses have been required for the accurate execution of the model.—Boston Transcript.

The Champion "Ringer."

The newest champion to demand recognition as such is Michael Yarger, of Montgomery county, Pa., who glories in having inserted rings in the noses of over 15,000 pigs during two years, being far ahead of any other man in the profession as far as heard from.

An Eminent Oculist.

Professor Arit, the eminent oculist, of Vienna, died recently at the age of 73, after a long illness. The late professor enjoyed a world wide reputation as a skillful operator in affections of the eye. His operations for cataract alone

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THURSDAY, JUNE 23, 1887.

THOSE QUESTIONS AND THE ANSWERS.

"Editor Cliffe" as the Winnipeg Sun calls the editor of this paper, appears to be disturbing the equanimity of some of the Winnipeg people lately, and has given the Sun newspaper cause for the most serious apprehensions in its nightly dreams. To first invent a cause for war it has to accuse this paper of doing "Sir George Stephen's dirty work," at the instance of correspondence from the C.P.R. President, which is so much falsehood made out of whole cloth. The editor has received a letter from Sir George, but its contents have not the remotest semblance to what the Sun says they are; and no gentlemanly print would make such gross insinuations, as the Sun has made without first finding out a truth for the foundation of its attack. To deal with the Sun as it should be dealt with would take more space than is at our command, so we will have to limit this article to a criticism of the replies made by our erratic neighbor to the questions we put to it in our last number, the propriety of taxing the whole province for the construction of the Red River Valley Railway. We first asked:

1. Where are the constitutional authorities that say a provincial legislature has power to authorize railway connection with a foreign country for international traffic?

And are met with this reply:

There are no such authorities. Where are the authorities that give the Dominion Government the right to confer any powers upon a railroad or other corporation to do business in the United States? Don't be a fool? What is claimed for Manitoba is the right to authorize the construction of a road to the boundary, and the Dominion can have no more. As for our right in this regard, there are innumerable authorities, including Sir John Macdonald, the present Minister of Justice, and Hon. Thomas White. The latter gentleman said in parliament:

"The only guarantee which this company has under contract is that the traffic shall not be tapped for coast on the prairie section, thus diverting the traffic away from their line to a foreign line. But there is nothing to prevent a line being built in Manitoba within the province that would carry the traffic to any railway that may tap it from the American side. This is the position with respect to this matter."

Is Sir George Stephen's stool pigeon satisfied on this point?

If the Sun chooses to advise itself "not to be a fool" we have only to say the advice is a good one and well timed, as it is the print itself and not the MAIL that refers to a Canadian railway doing "business in the United States." Our intimation was that while a provincial charter might operate to the boundary, it could not authorize a crossing to form connection with a foreign road across it, and if the opinion of the Hon. William Macdonald, one of the framers of the B.N.A. Act, is of any account, it appeared in the Sun some months ago to the same purpose. Sir John and the Minister of Justice have said, it is simply as a matter of trade policy they disallow charters in Manitoba, but there is not an assurance they give it as an opinion provincial charters are sufficient to make connections with American roads. When the Sun names roads operating across the international boundary under provincial charters that are not ratified by the Federal Government, we will again find space to talk to it. Its vapors on the subject are simply so much Winnipeg twaddle until that is done. When Mr. Thomas White made the speech credited to him he was not a minister—he was simply a private individual, the same as the editor of the Sun, and just as liable to have an erroneous view of the situation.

Our second question was:

2. If none can be named, is not the Local Government, in its Red River Valley scheme, sinking the country in another million dollars for the mere sake of pleasing the whims of jobbers and speculators in Winnipeg?

And here is the reply:

The entire province will benefit with Winnipeg, Brandon included. It is estimated and with good reason, because quotations have been given, that competition means a reduction of ten cents per bushel in the price of carrying Manitoba wheat to market, and consequently the placing of that amount of money in the pockets of the farmers of Manitoba. Again, competition means the removal of the tribute of 12 per cent. on all business handled between Port Arthur and Winnipeg now paid by the C.P.R. to the St. P. M. & M., and which unquestionably means to all shippers in the province a saving to this extent.

But this is no answer, for, as we have said elsewhere, if the Hudson's Bay Road be built (and surely the Local Government has not expended \$250,000 hard cash already, and guaranteed interest on four and a half millions more for nothing) our output of wheat will have to pass over it. We must ask our confederate if the Hudson's Bay Road be built what will take our wheat to Port Arthur? Is the Local Government guaranteeing four and a half millions for the purpose of constructing another ornament for the suburbs of Winnipeg? The 12 cents a bushel saved on wheat because of the southern outlet is then only in the imagination of the Sun where it has found all the rest of its facts.

Question 3 was:

In any event, would it not have been better to have ascertained before the price council, before expenditure was made, where Federal

jurisdiction ceased, and where Local authority commenced?

And this is the answer:

Manitoba will exercise her rights, leaving the Dominion to take the initiative in any legal squabble. If a farmer wants to build a road through his own farm, he does not ask permission of any one, but goes ahead and builds it.

If Manitoba has no interest in an appeal to the price council in case of further disallowance why was there all this noise about it the first four years? And secondly, why was a bill passed by the Local House the last session to authorize such an appeal in case of further Federal interference? Was it all for amusement for the Grit prints?

We admit that if a farm is deeded outright the party holding the deed is entitled to free occupancy without molestation, but if deeded with reservations, the party deeding is entitled to enjoy the benefits of those reservations. For the same reason when the B. N. A. Act limits the powers of a provincial legislature, the Dominion Government has a right to enjoy the benefits of those reservations. Can the Sun understand this?

Question 4 was:

4. In case the road should eventually be built to the boundary and operated by an independent company across it, is there not a possibility of both companies pooling, and leaving the last situation worse than the first by at least the million spent?

The reply made is as follows:

Scarcely, for the reason that the provincial road will be the property of the Local Government, which will control its rates. There is also the further fact that the Canadian Pacific and the Grand Trunk-Northern Pacific alliances have little in common.

Well, but the provisions of the legislation adopted are not definitely that the Government will own and operate the road, if built, but they will sell or lease it to competing companies. If they do either how can the government control the operations? It is true the Grand Trunk and Northern Pacific are now in hostility to one another, but what assurance is there they will always remain so? They were never more hostile to one another than the Great Western and the Grand Trunk were in Ontario at one time, and finally the former sold to the latter. The man who trusts on railway combinations to last for ever is more of a fool than we hope the editor of the Sun happens to be, for the benefit of its readers. We do not want to see them all go to the asylum.

Question 5 was:

5. If, in the event both the Hudson's Bay road and the southern outlet are completed, which many assert will be the case, will not the southern road be an inlet for the supplies of the Winnipeg wholesale houses, chiefly, as the entire crops of the country will pass out via the Hudson's Bay?

The reply is:

The southern connection will enable the Hudson's Bay Railroad to reach the trade of Minnesota and Dakota, and thus fulfill one of its most important functions. In fact, the building of this southern line is absolutely necessary to the success of the northern enterprise, as otherwise for American trade it would be entirely dependent upon the good grace of the C.P.R.

But has it come to this that Manitoba has to look out for the welfare of the American trade as well as its own? The idea that we conveyed, we think to intelligent minds was that if the Hudson's Bay road were built our entire export of wheat and import of foreign merchandise would pass over it, and the Red River Valley R.R. could only serve as an inlet for machinery and the interprovincial trade of which the Winnipeg dealers have and only hope they can control a monopoly. Will it pay the farmers of Manitoba and especially those of the west of it to tax themselves for the interest of a million dollars to enable the wholesale dealers of Winnipeg to get in their imports from Ontario and the States say two or three per cent. cheaper? That's the question for western Manitoba to consider!

Question 6:

6. Will not then the completion of these two competing outlets from Winnipeg be the means of inducing the C.P.R. to advance its rates from outside points, making the people who have paid for Winnipeg's competitive privileges suffer for their indiscretion when it will be too late to remedy their error?

The answer is:

The people of Winnipeg may be trusted to attend to their own interests. With competition they will make terms to the railroad corporation rather than be at its mercy.

Yes, there is no danger that the people of Winnipeg will look after their own interests—it is because they are looking after them too well, at the expense of the public, that we raise our objections. No doubt if they had half a dozen roads built easterly at the expense of western Manitoba they would make their own rates with them, but if there was no competing road westerly from Winnipeg—and it is because there is no provision made for it in this million dollar robbery that we complain—we would still remain in the hands of the C. P. R. who would have to make out of people to the west of Winnipeg, what they lost in competition to the east. The Sun knows this as well as we do, but it evades the point to draw off attention from the enormity of the million dollars robbery.

Our 7th Question was:

7. Even should the competition desired by the Winnipeg dealers be secured by the proposed southern railway will it make a difference of more than 4% in the prices? If not will that 4 per cent. not be divided between

the wholesalers and the retailers without changing in one iota the price to the consumers, who have to pay for the cost of the railway?

And the unique reply was:

As already stated, in the matter of wheat, a saving of 30 per cent. is counted upon.

Our contention is admitted—that if the wheat of the country, the only item in which the whole public are interested, goes out via the Hudson's Bay Railway, the public can have no concern for the million dollar railway except as to its burden, as the Winnipeg jobbers, getting a trifle lower rates on their imports from Ontario, will pocket the entire gains themselves. We again ask the people in the west do they want to pay a million dollars for such a road, to enable the Winnipeg jobbers, as the Sun lately admits, to reap their entire benefits from its construction?

Our last query was:

8. If the proposed southern outlet was intended for competition for Manitoba as a whole instead of Winnipeg as a part, but ostentatiously more than a whole, would it not have been more in harmony with the representations, if built from Portage la Prairie, where the west and northwest would have the benefits through the M. & N. W. and other lines now projected?

And its answer is the weakest one in the list. The Sun weakened every step until the last, as follows, was a complete fizzle.

It is part and parcel of the scheme to extend the railroad competition to both Portage la Prairie and Brandon and also all points on the Manitoba and Northwestern, thus making its influence felt throughout the greater part of the province.

If it is "a part and parcel" of the scheme to extend the railway competition to both the Portage and Brandon &c., why was it not stated in the Bill to authorize the borrowing of the money? If it was the desire to do western Manitoba justice in such a project involving so much money nothing was more natural than that such mention should have been embodied in the conditions, as they would have carried the more readily in the House, and paved the way for the greater unanimity in the country. The Sun, however, knows there is no such provision either expressed, implied or intended in the legislation forcing the debt upon the people, and its assertion to this effect is only so much taffy for a special purpose. Under the most favorable circumstances in this return kindness that is always to be met by generosity, and when it is to emanate from a people like those in Winnipeg, there is the greater cause for alarm. What has Winnipeg generously done for Brandon or western Manitoba in the past that we should repose unqualified confidence in it for the future? As we mentioned in our last issue, it has already monopolized the entire railway system of the country making the entire wheat crop of the country travel many miles out of its way to reach the port on the Hudson's Bay road, it consumes annually, one way and the other, 7% of the entire subsidies of the province, registration system &c., &c.; and now it is making a strenuous effort to have the agricultural farm to be located somewhere in the province, placed in some of its metropolitan mud holes. With all this we are to tax ourselves for a million dollars to give the place a third parallel railway to the boundary, to enable the jobbers, the shysters and real estate bankrupts of the place to let themselves out of the holes into which their avariciousness has placed them. When that railway question was before the House, it was the bounden duty of our representatives to have seen they had more to depend on than Winnipeg generosity as a return for their kindness. It was their duty then to insist on having enough secured to give Portage la Prairie, Brandon &c., the competition that Sun says they are to have through the scheme, or a money equivalent for their local undertakings, and not to depend on the generosity or newspaper gall of the capital for repayment. As they did not do so, they must put up with the consequences, when they next appeal to the electors. The defect cannot, of course, be remedied but they will be prevented from repeating the like experiment again. The epithet "hiring" from the Sun is we take it but the outgrowth of a prevented nature, in the ordinary course.

A point that operates for self and through selfishness can see nothing but motives for plunder in others. We can, however, assure the good Samaritans if their names are so much wasted vocabulary only. We have no other desire than to see even handed justice done to all sections of the province, and we will write to that end let the consequences be what they may. Neither the vapor nor the vocabulary of our neighbor will drive us from the straight path of simple duty. Before the Sun calls the MAIL or any other paper a hiring again, will it tell the public whether or not it was for sale some weeks ago to the highest bidder—that it first applied to Sir Donald A. Smith and received a cheque for \$1000, that it next applied to other quarters and finally received a larger sop from Mr. Duncan McArthur, that it then returned Sir Donald's cheque, and went in to work vigorously for the larger payment? We have all the wrinkles of the Sun's existence in writing before us, and most deplorable they are for one that talks "hiring" of another.

COMING TO ITS SENSES.

Something of an awakening must have come over the mind of the local Grit print when it inserted the following in its last issue, which is peculiarly fitting with one exception:

tions since this railway agitation first began:

"It really seems that the Dom. Government cannot do otherwise than stick to their agreement with the C.P.R. company, or else buy the company's right of monopoly. I am not aware that this solution of the matter has ever been seriously proposed, and even if it were it would look very much like a tilt against a far too formidable windmill. The people of Manitoba could not exist under such a debt, and it would be folly to ask the other provinces to share it. There is also nothing more certain than that the company would make the most of the advantage they possess by driving the hardest possible bargain. Until the C.P.R. company change their views on the monopoly business, it is simply useless to look for relief, at least outside of old Manitoba."

It is now proposed to build a line from Winnipeg to some point on the North-West Pacific (regardless of the objections of Sir George Stephen, and the power of the Federal Government to veto the charter) under the right secured to the old province of Manitoba, by the British North America Act. This means the building of a road, without a legal charter, and, therefore, no capitalist would have anything to do with it. It would certainly be a novelty in the way of railroads, and a very expensive one at that. And, moreover, it would fall in the alleged objection for which it was built, as it would not secure the competition the province requires. Winnipeg is not a wheat-growing centre. Neither is any part of the country south of it. We do not want to be taxed to build a railway for the benefit of the merchants of Winnipeg. This is the real object of the road, and it is more than probable that its advantages, even in this respect, are over-estimated. If the people of Winnipeg want a special road to the States, let them build it themselves. It is no earthly use to anyone else. They already have seven roads, and two of them across the international boundary, and that is quite as many as the importance of the place demands.

THE SITUATION.

We comment the following from the Montreal Gazette of the 14th, which has either been written or inspired by the Hon. Mr. White, to the attention of Mr. Kirchhoff, and gentlemen like him, who used last summer to declare the MAIL was damaging the Conservative party. The article gives indisputable proof it was the Grits and not the Conservatives who did the business of the past Session of the Local Legislature, and that endorsing the Winnipeg agitation is only rendering impossible the realization of the branch roads we require so much throughout western Manitoba:

"There are two important facts to which public attention should be called in connection with the position and prospects of the prairie province. The first is the action of the legislature at the session which has just closed: the other the effect of that action upon the C.P.R. in whose success the best interests of the province are so intimately bound up. The action of the legislature has been due chiefly to the fact that the Government, weakened somewhat by the result of the general elections, and still further weakened by the withdrawal and attempted intrigues of one of its members, has felt compelled, by an instinct of self-preservation, to outbid the wildest vagaries of the Opposition. Mr. Norquay, as prime minister, may be said to have resigned, but Mr. Greenway and his followers have accepted the province during the last two months. The result is a series of measures which, if not positively inimical to the best interests of Manitoba, are at least not calculated to do good in any direction. The position of financial circles in England in so far as the securities of the C.P.R. are concerned, has almost reached the panic stage. The actual loss represented in the depreciation of these securities has reached some millions of dollars, and the hope of placing new securities on the market at reasonable rates, in order to enable the company to carry out enterprises essential to the completion of its system, stands far prospects of being abandoned. This is a very unfortunate condition of things, but no part of Canada will feel more keenly its effects than the people of Manitoba. These branch lines, extending into the different portions of the province, the extension especially of the Southwestern into the Souris region, is a matter of vital importance. But they can only be made with money, and if the people of Manitoba sanction a policy which embarrasses the Canadian Pacific Railway in its financial operations, they will have but themselves to thank if they are compelled to remain in the position of isolation from railway accommodation, which in some parts they feel so keenly to-day. What compensation is offered to them for the state of things? We have great confidence in the sound judgment of the Canadian people, and we believe the sober second thought of the people of Manitoba, so far as they have been influenced by the Winnipeg craze, will convince them that the direction in which they are being led is only end in disaster to the province without a compensating advantage. The interest of the Canadian Pacific Railway company is intimately bound up with the development of the settlement and commerce of Manitoba and the Northwest. The marvellous energy and enterprise which they have shown in the construction of the line deserves better recognition than that which is to-day being accorded to it. It is lamentable to think that that very enterprise should now be causing them the embarrassment which is being forced upon them. Had they built more slowly, had they kept back the independent line north of Lake Superior so that its completion would only be reached in 1891 in terms of their contract, no one would have thought seriously of permitting the railway to be tapped at Winnipeg by foreign railway corporations. They preferred at additional cost, to press forward the work, and thus give to Manitoba and the Northwest, six years before they were bound by their contract to do it, an independent outlet on the Canadian soil; and as a result they are being treated as if they were public enemies by a portion of the people of Manitoba. We cannot think the Winnipeg folk represent any thing like a general public sentiment in the province. We cannot but think that the overwhelming majority of the people will realize that their best interests, so far as railways are concerned, are bound up with the Canadian Pacific, and that to its prosperity they can best look for that development of branch lines upon which much depends, and from which they will derive infinitely greater advantage than from an independent line to Winnipeg, even if that was in the meantime

"The Brandon MAIL man still wants to disallowance question submitted to the price council for him that has own party feeling, and lay, as well as the most eminent person in the Dominion have, without a dissenting question. The able Mr. Cliffe alone seems to rob his province of this right. Home owners have ever married the prosperity of the country. It would be interesting to know how much C.P.R. and Government money Mr. Cliffe will demand for going to the three disallowance cases still in the hands of journals in the province."

It is needless to say that the language from that potent backed post at the type, yelp: Joe Martin's Liberator, the print is anxious to know, as a news item, anything except through patronage, how pointing the MAIL gets for its advocacy. We can assure our neighbor that if it does not prefer before assess, patronage would come as far west as Brandon. If it is wishing that the "able Mr. Cliffe" should know that all the "legal and the lay" as well as the most eminent jurists in the Dominion have pronounced in favor of Manitoba's right to build the Winnipeg and Red River Valley road, it is not equally astonishing he has such a company in the persons of the Grits, the lawyers of the province? If it is a fact that the province has the right and the power to build the road that such eminent jurists as Joe Martin, the libertine's dry nurse, such constitutional authorities as Tom Greenway, such linguists as Mr. Linton and such able men as Mr. Smart, should have attended the session of the House passed an act to enable Mr. Norquay to appeal to the "highest judicial authority," in case the pet scheme is interfered with by the Federal authorities. Mr. Cliffe should know that such an interference, unconstitutional, how is it that these Grits inariness we have named should pass legislation to enable Mr. Norquay to know whether unconstitutional or not? Come, looking for it, own up, are you not a crank turned political purposes?

There is a sheet published in this organ, falsely in the Conservative interest, as a curious compilation it is when considering the light of reason. To gather sympathy for the Local Government in rebelling against Manitoba out of at least the one half a million dollars for the construction of the Winnipeg and Red River Valley railway piles into the C.P.R. and Van Horne's credit, it now charges Van Horne with saying the C. P. R. will not spend one dollar in railways in Manitoba if the Local Government persists passing legislation for taxing the lands of the Northwest for C. P. R. viewed in the light of common sense, refusal of the N. W. Land Co. to pay for is not such a bugbear after all, for they had not bought them they would still be the hands of the C. P. R., and, therefore, indisputably exempt from taxation. As matter of fact, however, Van Horne did not say the threat he is charged with making, his accusation, as we have said, is simply used as a pretext, for justifying the outrage forced upon the west by the Local Government, the cost of a third railway from Winnipeg south for the accommodation of the west sales of Winnipeg and the Grits of the province. We presume that Van Horne of every other business man, however, operating business; and if the Grits and the stripe of non-sense in this step, we feel it their duty to bolster up their matter of low questionable a character of course may be, think they have either the power to force him into other parts, or they are very much mistaken. If generally the leaders of the Farmers' Union, cock, Kirchhoff, &c., had only used the best efforts in inducing settlers to locate in the country instead of driving them away, the P. R. would see brighter prospects than them to-day; and if these projects are there because of the noise of the agitation of the latter the public must to a large extent blame for the absence of the railways, as desired. Would it not be better to spend a few dollars, and find out the real value of the N. W. Co's lands really stand? If the company make absolute purchases by their negotiations, they are liable for taxes. If in their conveying instruments they agree to purchase, on certain conditions they are not liable for taxes till those conditions are fulfilled. There is nothing to prevent a few dollars to get at the real value of Murphy's imagination for gossip.

There are some things in banking which are not the ordinary citizen to comprehend. The Bank of Montreal, for instance, paid to lend money to its customers for 10 per cent., according to their financial needs, and the magnitude of the loans, and during the year it paid a dividend to the stockholders of 10 per cent. and gave a bonus of 2 per cent. besides, which the president says is equivalent to a dividend of 12 per cent. Such a dividend out of such rates to customers, as bothers the casual observer. If the Bank of Montreal is not the power to issue bills in Canada, actual capital, such returns would be impossible; but having the power to issue the bills of the country with that extra, or more, words, when watered capital, the result is easily enough explained. If, then, Bank of Montreal is not the power to issue the bills, why is there not more truth in the saying that rag money than capitalists are willing to accept? All the banks will eventually be forced

their own bills in preference to those of other nations, excepting perhaps bogus promises to pay, if they should accidentally be caught with any of those on hand, to enable them to make as much money out of their own promises to pay, regardless of their securities at the back of them, as possible. The same truth holds good of rag money, if the Government only issued it and once placed it in circulation.

As the Winnipeg papers will persist in lying about the railway situation of this country, we thought it would not be amiss if petitions were circulated widely for signature to show the various authorities just how the matter stands. There are two opinions as to the right of old Manitoba to build railways wherever it desires even within its own borders, in the face of what the Parliament of Canada defines to be the general benefit of Canada, but more particularly as to the right of the province to form connections with outside systems. With regard to the added territory the situation is better understood—there are but few who are not fully aware by clause 15 of the charter the government gave the C.P.R. a monopoly of the trade of all west of Sidney station for the space of 20 years. We take it that 99 out of every hundred of the inhabitants would like to see any railway company permitted to build a road wherever they desired and where the settlers desired them to build it; but this cannot be legally or honorably done without a modification of the C. P. R.'s contract. Even the Free Press of Winnipeg, Grit and all as they are, used to represent the situation in the way as late as 1882, until the exigencies of Ontario required a turn in the kaleidoscope. If, then, we cannot constitutionally be permitted to build competing roads in the added territory, no attempt ought to be tolerated to force the cost of a road in any part of the province upon us until a new arrangement is made with the C.P.R. through which we may secure the benefits of railways for which we are to be taxed. We believe to-day three out of every four of the ratepayers of Manitoba would petition against paying for the construction of the Red River Valley Railway if they knew the fact that if built its entire length and entire competition should be for fifteen years at least confined to Old Manitoba. There never was a more grievous wrong forced upon a number of struggling settlers than taxation of the added territory for the building of another railway to Winnipeg, as the residents will one and all admit as soon as they feel the consequences. We trust, for the benefit of the ratepayers the Dominion Government will give that scheme its quietus.

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WE CAN SELL YOU A
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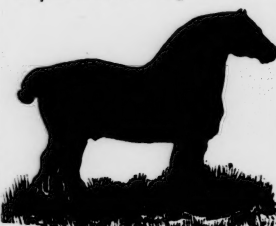
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A number of different Lines have been placed on the Counter, and Ticketed at RUINOUS PRICES, to Clear.

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